

# MOTORS and MOTORING

## HINTS FOR CAPITAL MOTORISTS WHO PLAN BOSTON AUTO TRIP

Roads in First-Class Condition All the Way—Traffic Officers Also Right on Their Jobs.

BY THEODORE P. NOYES.

A brief summary of a Philadelphia. New York and Boston trip recently taken by the writer might be of benefit to local motorists who have planned late vacations taking in these cities.

First of all the road, taking all in all, is good. From Washington to Baltimore the road is in excellent condition, as probably most of the local car owners have driven over it at one time or another.

From Baltimore to Philadelphia, by way of Conowingo, the traveler will have no complaint for the lack of good macadam and concrete roads, except that some stretches in the Belair district have recently been tarred. This is particularly discouraging to owners driving new cars.

How to Cross Philadelphia.

The best way to get through Philadelphia on the way to New York is as follows: Leaving Philadelphia, drive to Easttown, crossing the city and across the city to Chestnut street. Drive down Chestnut to Broad and turn left around the city hall. Keep on Broad until you come to Roosevelt boulevard. That's all there is to it.

Reaching the end of Roosevelt boulevard you come to the only bad detour encountered in the 50-mile run. Entering Bustleton, you are shunted off the main road to Trenton and your troubles begin. While not the worst of every motorist's experience, it compares favorably to some of our nearby Virginia roads, which are the bane of every motorist. However, if your springs survive the rough and tumble voyage of twelve miles into Trenton, you will find the detour is not so bad as it seems. The detour is a simple matter of driving more than eight miles an hour over this detour, so that the speed regulation of fifteen miles an hour, frequently encountered en route, need cause you no concern.

Route Beyond Trenton.

Entering Trenton over the free bridge, turn to the left around the city hall, and follow the same type as in Washington, and follow car track through city into the Lawrenceville-Princeton road. When you reach Princeton, which will be over a somewhat worn-out macadam road, you will be delighted to find a wide concrete highway running from there to New Brunswick, N. J. You will soon forget the bad detour you passed this most modern thoroughfare into New Brunswick.

Drive straight through this city and over the bridge and up a long hill bearing left onto New York road. The signs will keep you on the right proper route until you reach Elizabeth, seventeen miles away. Now you are entering the heavy traffic area, and turn sharp left onto double car tracks street as you come off the New Brunswick road. Drive straight through to Newark on Preliminary avenue, following signs. Reaching Newark, turn onto Broad street and drive through to Market. Turn to right on the latter street and stay on it until you reach the Hudson street. Don't be confused when Market street changes its name to Ferry street—you are still on Market. Reaching the Hudson boulevard, turn through a small park, turn left and drive about five miles before turning right on 3d street down to the 42d street ferry for New York. So much for that.

Way Out of New York.

Now for the best way to get out of New York. You are coming off the 42d street ferry. Drive straight out 42d street and take either 10th, 9th or 8th avenue up town—that is, turning to the left. When you come onto Broadway, which you will be following, one of these streets, follow it out to 181st street. Turn sharp right onto this street and over the bridge. Turn sharp left on University avenue on the other end and continue out to Fordham road. Turn right and drive out Fordham road to the Boston Post road.

You are now on a well-marked highway leading through such towns as Greenwich, Stamford, Norwalk, Bridgeport, New Haven, Hartford, Springfield, Worcester to Boston. Stay on the Boston Post road and you will have no trouble whatever in making the remainder of the trip to the Massachusetts metropolis.

In this run, which takes you through six states, you will probably be impressed with the following fact: Maryland has the most efficient and sometimes the most troublesome state police force. They are here, there and everywhere, no chance of escape, no

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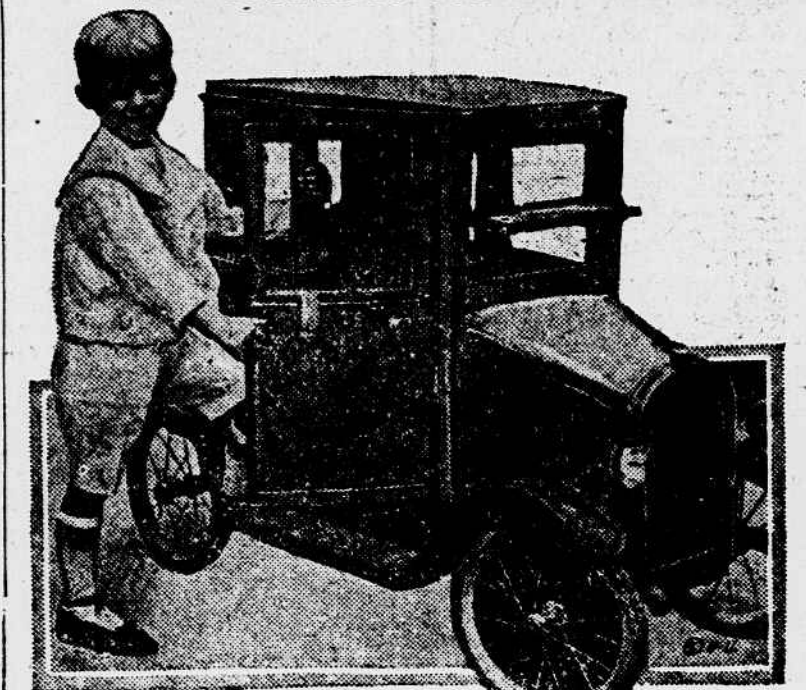
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## PROUD LITTLE OWNER AND DRIVER OF SMALLEST AUTO COUPE IN THE WORLD



Engine Pawlowicz of Milwaukee, Wis., owns the smallest coupe in the world. It is the exact duplicate of modern automobiles. It has pneumatic tires, wire wheels, electric lights, upholstery and plate-glass windows, the only difference being it has no motor. The tiny car was made by his father and took several months to complete.

## AUTOMOTIVE BRIEFS.

Robert W. Woodruff and Mason B. McLaughlin were elected vice presidents of the White Company of Cleveland at a meeting of the board of directors August 2. These two men, with Vice Presidents George P. Russell and James A. Harris, Jr., will constitute a committee to be in charge of all matters pertaining to sales for the whole country.

## THE RISING GENERATION.

Father (to daughter)—"I saw you last night in the automobile of that young scoundrel I have so often warned you against. And he had his arm around you. I trust you had offered him no encouragement."

Daughter—"Why, father, your suspicions wrong me. He didn't need any encouragement."

## PROTESTS PAY REFUND.

Secretary of War Will Aid Enlisted Men.

According to a statement issued by the Secretary of War, the present law affecting the pay of enlisted men of the Army, as interpreted by the decision of the Treasury in his decision of June 9, 1921, calling on certain soldiers to refund money to the government, is "imposing a great hardship on many enlisted men, entirely without fault on their part."

It is desired that all persons concerned be informed that the War Department will present the case to Congress at the earliest practicable date and request that remedial legislation be enacted.

## BOARD REJECTS BIDS.

All bids for the fourteen ex-German vessels have been rejected by the Shipping Board, Chairman Lasker announced last night. The offer in charge of sales has been instructed to open negotiations with the bidders on an all-cash basis. The ships will be sold "as is" and "where is," it was said.

## FARMER THRIVED ON AUTOISTS' TOLL

Tricked Automobilists on Steep Grade and Pulled Them Out.

When "Cannon Ball" Baker, irrepressible record-breaker with motor car on motor cycle, covered the route of 153 miles over Jacobs Ladder in Massachusetts, and also the Mohawk trail, he brought back memories to old-timers of the earlier days of the automobile industry. Baker averaged thirty-seven miles an hour going up one grade 1,400 feet elevation in four miles and around 966 turns in all. Elevation along the Mohawk trail reaches 2,251 feet.

F. Edward Spooner, secretary of the Old-Timers' Club, and pathfinder for a majority of the earlier tours, made the route over the ladder and trail several times when the difficulties overcome were so many that the journey became famous throughout the country as a result. Mr. Spooner tells of the days when a farmer at the foot of Jacobs Ladder stopped tilling the soil for years to make money having motorists out of their purses on this stretch of four miles with its 1,400-foot rise.

## Covered Road With Dirt.

"The farmer lost out when cars improved," said Mr. Spooner to a group of members of the Old-Timers' Club at the offices, 420 Book building, "and he had to do something to enable him to continue the business of hauling or go back to just plain farming. So he hauled soft black dirt in and covered the bottom of the hill. His business improved and again he made money. Motor cars continued to improve and they overcame even this difficulty. And then he used sawdust, which was laid under the dirt. For a time we knew the hill by the common term of 'Sawdust Hill.' The authorities be? came wise to what the farmer was doing and he served time."

When the Glidden tour of 1905 came long that route, returning from Mount Washington to New York via Poughkeepsie, that farmer was out with his horses hidden in the bushes half way up the hill at a point where we estimated the grade at as high as 25 per cent. With Charles J. Glidden I watched the car ascend and was photographing them. In the course of our conversation I told Mr. Glidden of the earlier days and the farmer, and the man sitting beside the road arose to a height which seemed to me seven feet, and he said: "Yes, I am that man."

## Difficulties Overcome.

"Now the grade was severe and the camera heavy, but the dash to the top might have placed me in the 100-yard-run record breaking class had there been any one to time me. Improvement in cars overcame the original difficulties of this route and the building of state roads did the rest. Today instead of Jacobs Ladder being a road to fear it is one of America's most scenic routes and may be climbed by any automobile in good condition. The route followed by 'Cannon Ball' Baker with its many turns is not dangerous at all for an average driver who exercises care."

Harry Spicer, service manager of the Maryland Battery Service, Inc., distributor of Westinghouse batteries, has just returned from a vacation at Atlantic City.

## CARRIES RADIO PHONE IN REAR OF MOTOR CAR

Hartford Fire Chief First to Test New Aid in Fighting Fires.

It has remained for Hartford, Conn., to come through with what is believed to be the first practical application of the portable wireless telephone as an aid to fire-fighting. Chief John C. Moran of the Hartford fire department ordered to bring this about has placed a full-fledged wireless telephone outfit in the rear of his Marmon touring car.

In recent tests Chief Moran was able to talk from different parts of the city to the central station, located at the home of C. D. Tuska. Through the use of a portable wireless telephone outfit rigged up by Mr. Tuska, it is possible to reach the chief.

## TO HOLD SALES PARLEY.

Automotive Trade Association Secures O. H. Chamberlain.

The Washington Automotive Trade Association, at a special meeting held Thursday evening at the City Club, voted to have Mr. O. H. Chamberlain conduct a number of sales conferences on "Meeting Sales Resistance in the Automotive Industry."

Mr. Chamberlain has had wide experience in sales and sales management. The local association has arranged for the five courses for the benefit of its members, their sales and service organizations and other employees, and all are urged to attend. The lectures will last an hour, and will be held Monday, Tuesday, Wednesday and Thursday evenings at 8 o'clock and Friday morning at 10 o'clock, at the Buick Motor Company building, 14th and L streets.

## A VANISHING RACE.

Jones—"Scientists are now trying to explain their theories so that the man in the street can understand them."

Bones (nodding an automobile)—"Well, they'll have to hurry up. The man in the street is soon going to be extinct."—Chicago Tribune.

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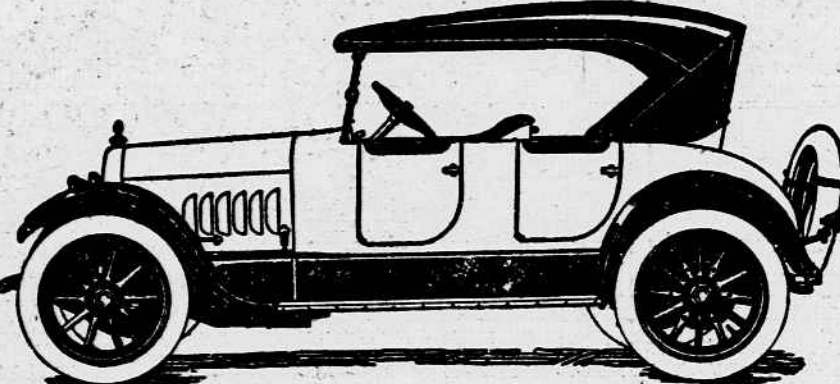
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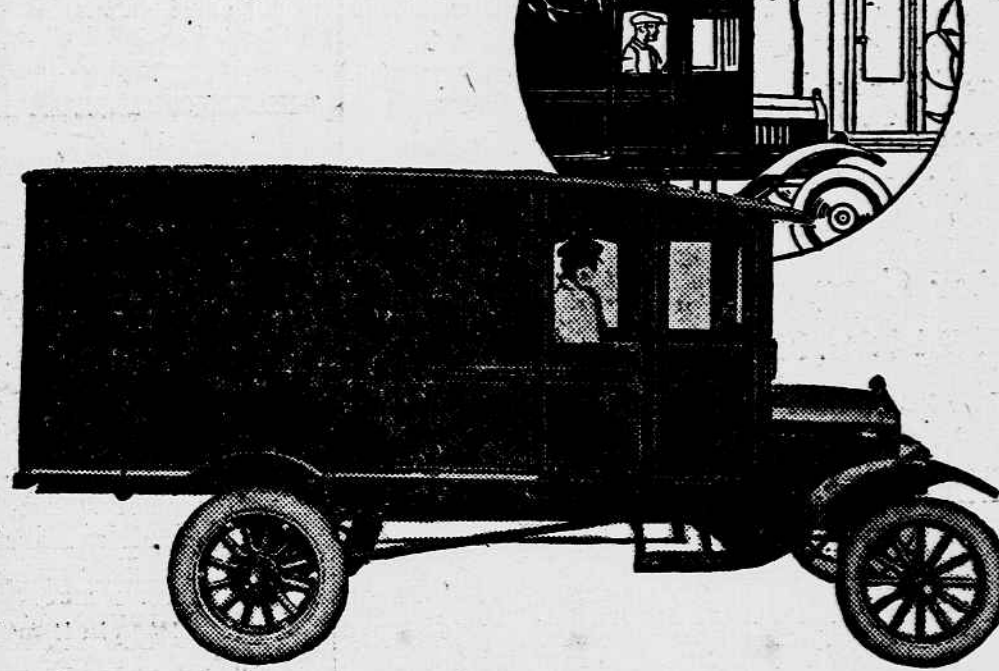
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